

# BookletChart™

## Harbors in Chatham Strait

NOAA Chart 17337

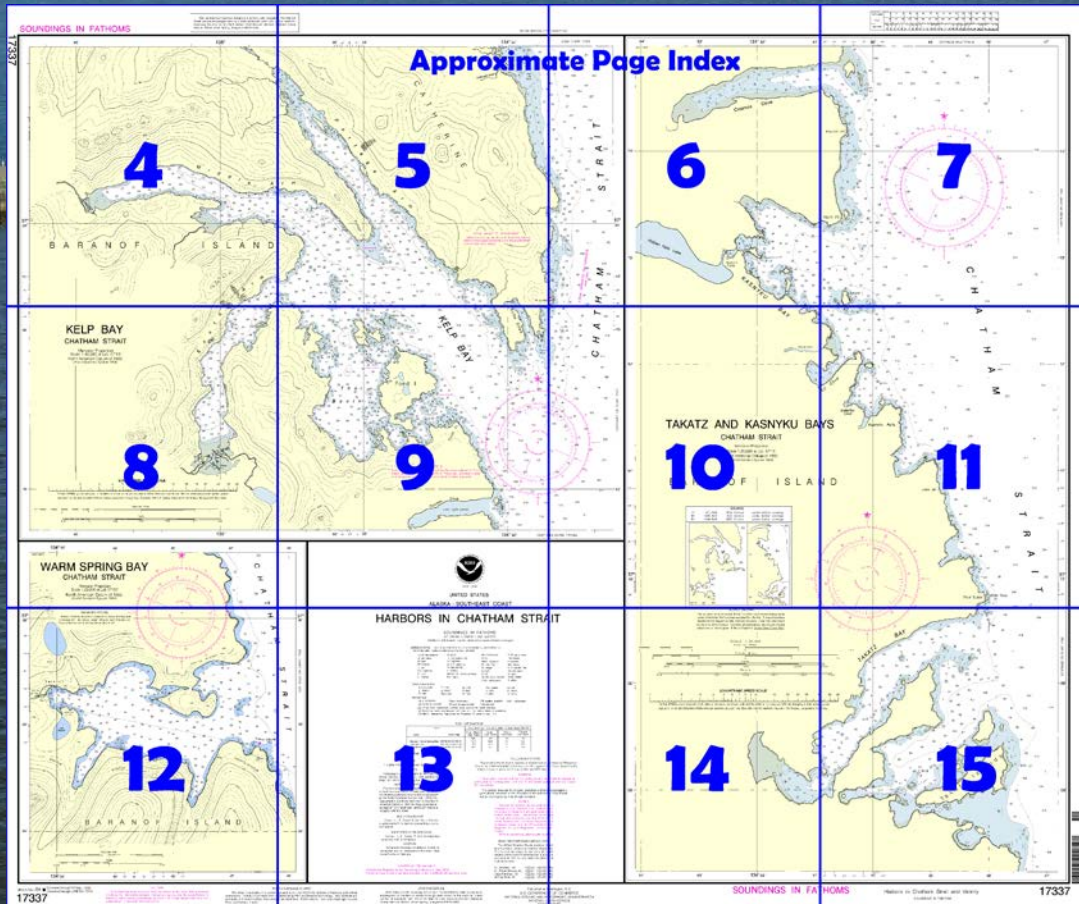


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17337>.



#### (Selected Excerpts from Coast Pilot)

**Warm Spring Bay** is on the W side of Chatham Strait, about 56 miles N of Cape Ommaney and 7 miles NW of Point Gardner. The bay has good anchorage for small craft, but the anchorage for large vessels is indifferent.

**Warm Spring Bay Light** (57°04'48"N., 134°46'32"W.), 27 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S point of the entrance. A microwave

tower, about 1 mile WNW of the light on a knob along the N shore, is prominent at the entrance to the bay. At the head of the bay is a

waterfall, visible from Chatham Strait, and near the waterfall are several warm mineral springs.

Warm Spring Bay is of easy access, and with the chart as a guide no trouble should be experienced in entering. Midchannel courses are recommended.

Two small bights in the S shore afford anchorage for small craft. The W one is preferable, because of shoaler water, from 12 to 15 fathoms. The only anchorage in the bay for large vessels is off the W bight in 25 fathoms, but the bottom is rocky and the current from the cascade sets out, making a vessel lie broadside to SE winds that draw into the bay. A shoal with a depth of 6¼ fathoms is about 200 yards offshore and about 230 yards E of Warm Spring Bay Light. There may be less water, so it should be avoided when entering the bay. Care should be taken to avoid the reef that makes out 60 yards from the N shore at a point about 200 yards E of Baranof.

**Takatz Bay** has its entrance on the W side of Chatham Strait about 10.5 miles NW of Point Gardner and 16 miles S of Point Thatcher. It terminates in a flat about 0.4 mile in extent, formed by a mountain stream emptying as a waterfall.

**Point Turbot**, the N point at the entrance to Takatz Bay, is marked by **White Rock**, a large white rock about 50 yards off. A high waterfall about 2 miles N of Point Turbot is visible from N a considerable distance.

**Kasnyku Bay**, on the W side of Chatham Strait about 14 miles NW of Point Gardner, has deep water and no secure anchorage.

The entrance to the bay is between **North Point** and **Round Island**, and its surrounding group of small islets, off the S point of the entrance.

**Cosmos Cove** is on the W side of Chatham Strait about 5.5 miles N of Takatz Bay and 2 miles S of Kelp Bay. The cove affords anchorage with good shelter in 10 to 15 fathoms, soft bottom, for small vessels. The head of the cove is shoal for a distance of about 0.8 mile.

**Kelp Bay** (57°17'N., 134°51'W.), a large indentation in the NE coasts of Baranof Island, is 10.5 miles S of the E entrance of Peril Strait and 17.5 miles NNW of Point Gardner. Its entrance is between **North Point** the S extremity of Catherine Island, and **South Point** on Baranof Island. The bay has no known commercial activity.

The main bay extends about 3.5 miles NW where it divides into three arms. **Middle Arm** extends in a W direction. **South Arm** extends in a general SW direction. **The Basin**, in the S part of the bay, is bordered on the E by two groups of islands that include **Pond Island**, **Crow Island**, and other adjacent islands. **Portage Arm**, which extends in a NW direction, is reported to connect with Hanus Bay, in Peril Strait, by an overgrown portage.

**Anchorage.**—Anchorage in the bay are few, the best being in the SE corner of The Basin. Another is in Middle Arm about 0.8 mile from its head in 22 to 25 fathoms, soft bottom. A small vessel can find temporary anchorage in Portage Arm about 2.7 miles above the entrance in midchannel, in 10 fathoms, but this anchorage has scant swinging room and is exposed to SE winds that draw through the arm.

**Dangers.**—The survey of the bay is old and incomplete, and dangers may exist in addition to those shown on the chart. The known dangers include shoal water that extends 0.4 mile S of North Point; ledges that extend off South Point; extensive shoals and dangerous rocks in the cove on the SE side of Pond Island; Yellow Rock and the shoals SE, S, and WNW of it.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Table of Selected Chart Notes

Corrected through NM Mar. 03/12  
Corrected through LNM Feb. 21/12

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:20,000 at Lat. 57°05'  
North American Datum of 1983  
(World Geodetic System 1984)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.211" southward and 6.320" westward to agree with this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed along the southeastern coast of Catherine Island.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

## NOTE B

Exercise extreme caution when transiting the areas adjacent to Pond Island and southeast of Portage Point. Previously uncharted shoals and dangerous rocks have been located and others may exist.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SL M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port McArthur	(58°04'N/134°07'W)	10.6	9.7	—
Baranof, Warm Spring Bay	(57°05'N/134°50'W)	13.4	12.5	1.5
Kasnyku Bay	(57°13'N/134°52'W)	13.8	12.9	1.5

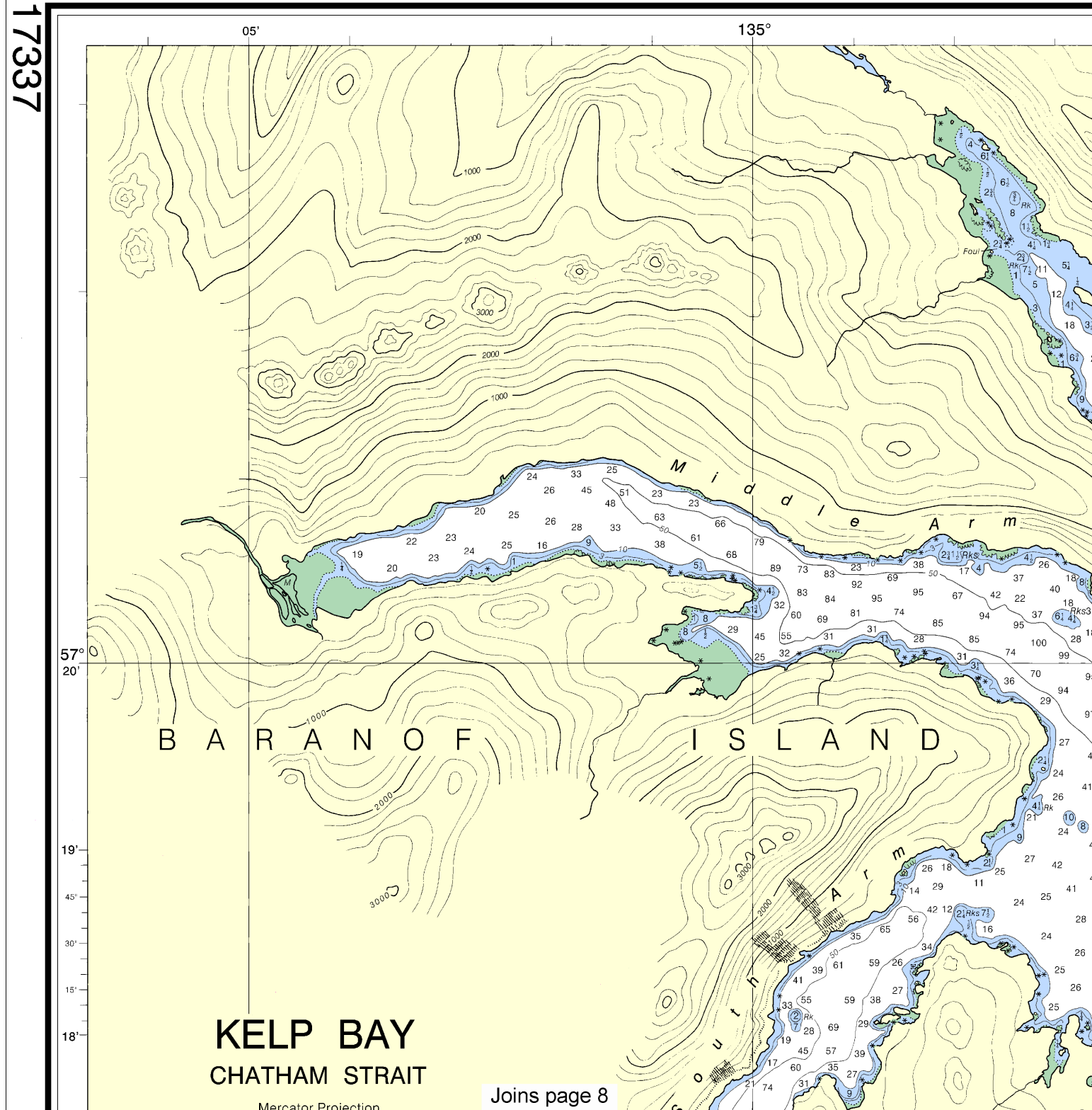
Dashes (—) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2012)



# SOUNDINGS IN FATHOMS

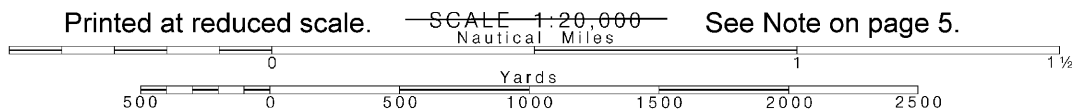
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

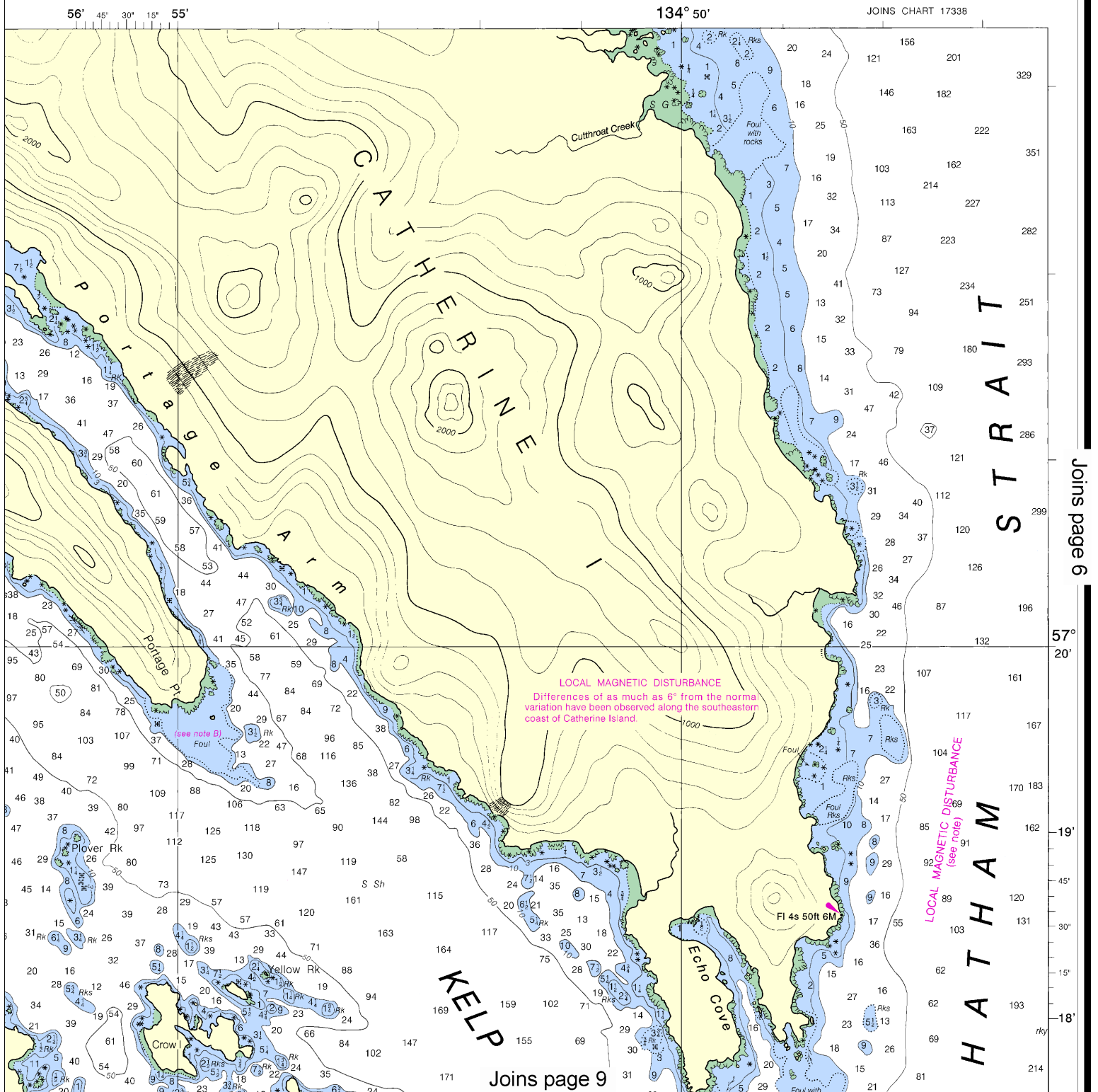
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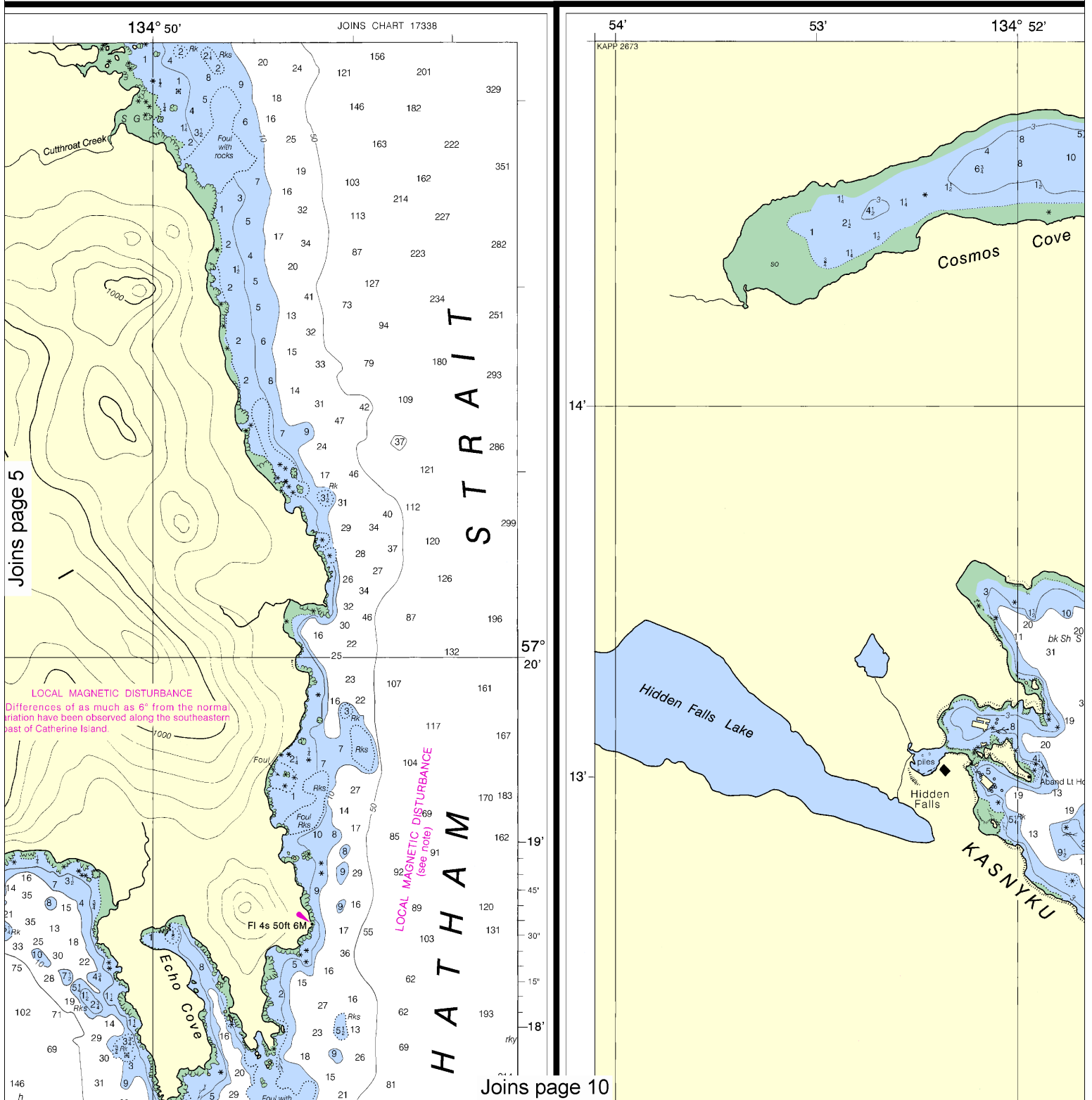
4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



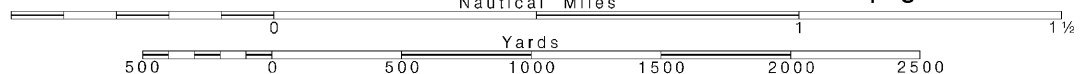
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Note: Chart grid lines are aligned with true north.

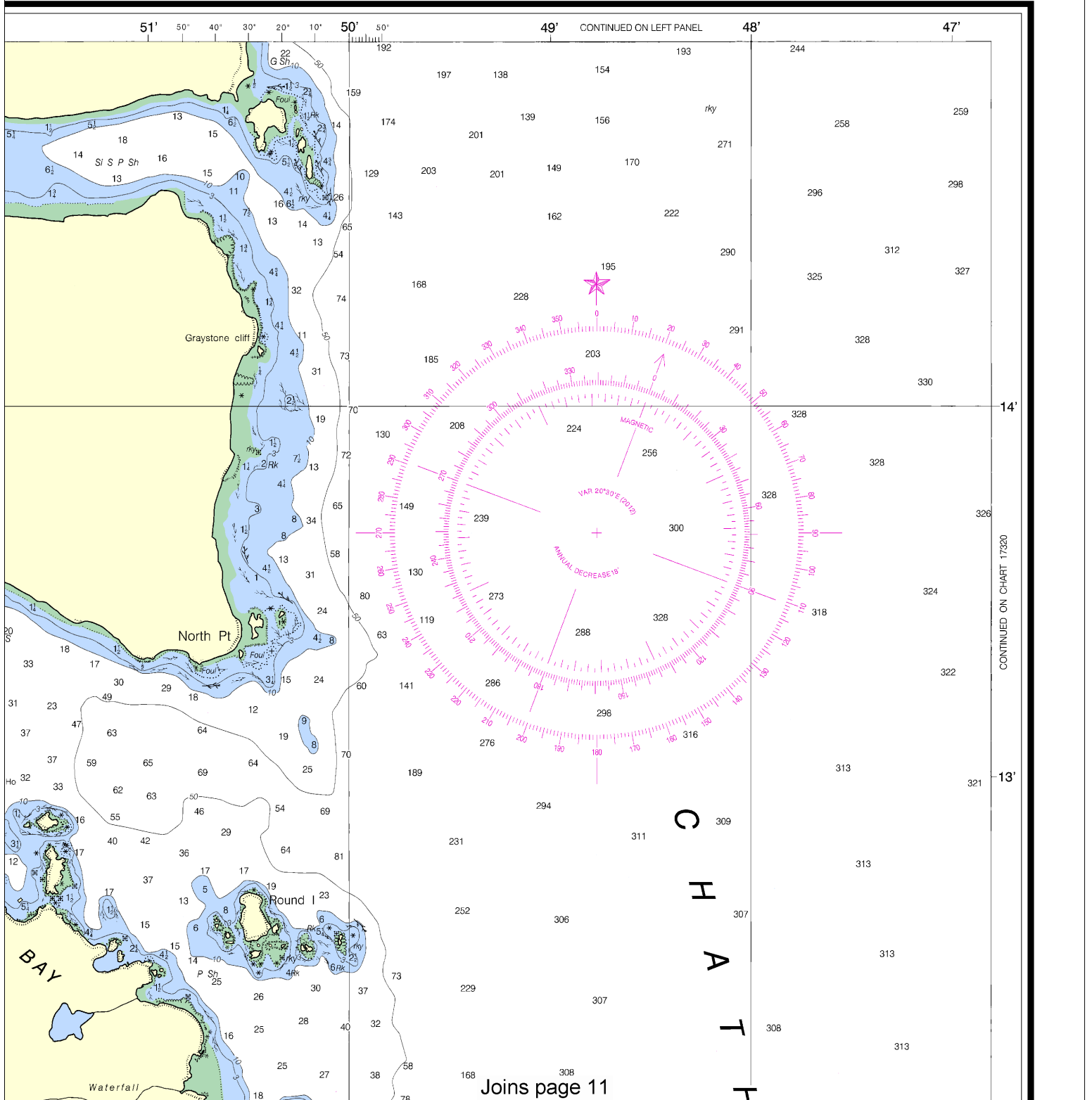
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

# KELP BAY CHATHAM STRAIT

Mercator Projection  
Scale 1:40,000 at Lat. 57°19'  
North American Datum of 1983  
(World Geodetic System 1984)

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

Nautical Miles

Yards

1 000 0 1000 2000 3000 4000 5000

# WARM SPRING BAY CHATHAM STRAIT

Mercator Projection  
Scale 1:20,000 at Lat. 57°05'  
North American Datum of 1983  
(World Geodetic System 1984)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 12

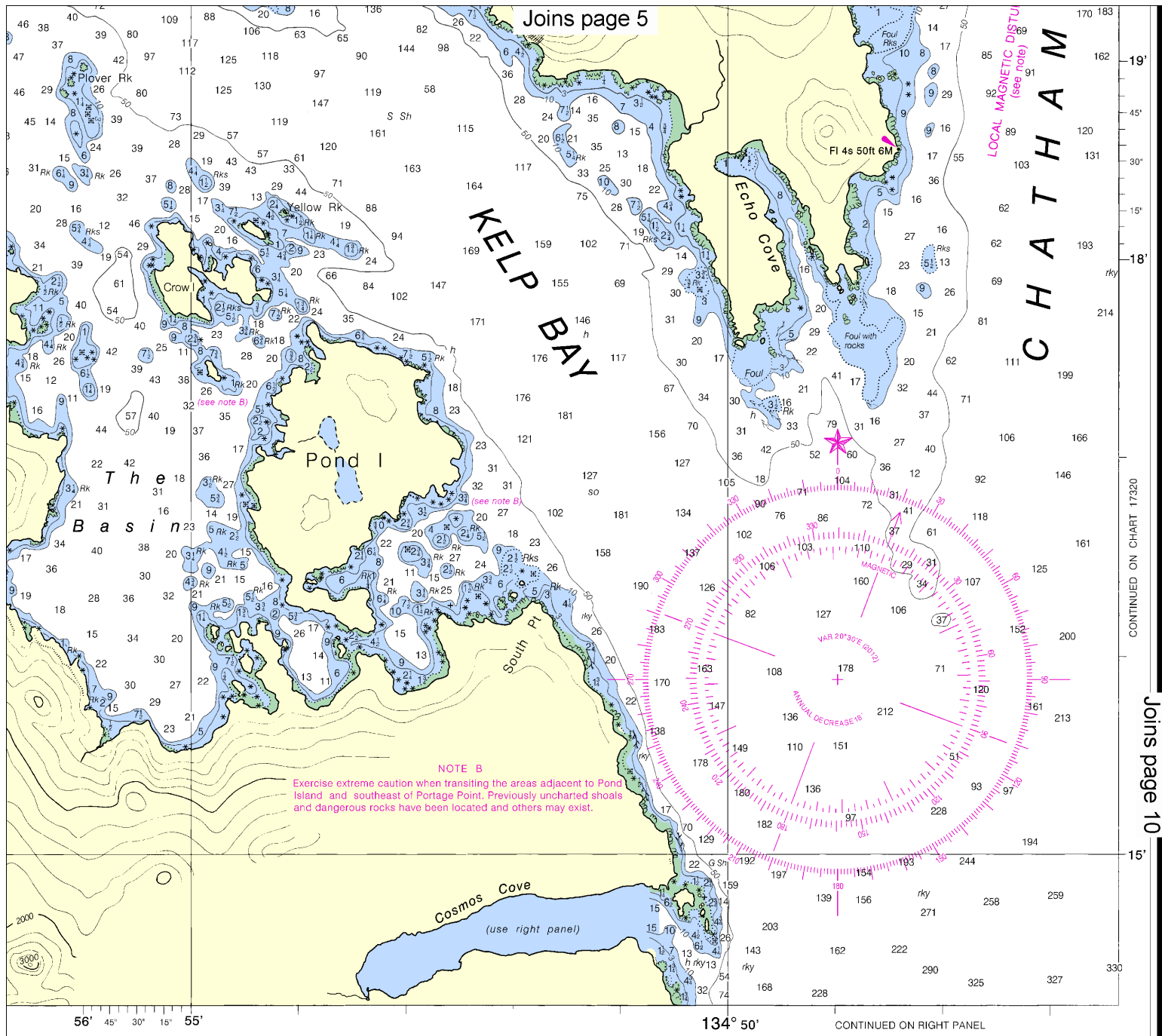
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

500 0 500 1000 1500 2000 2500  
Yards



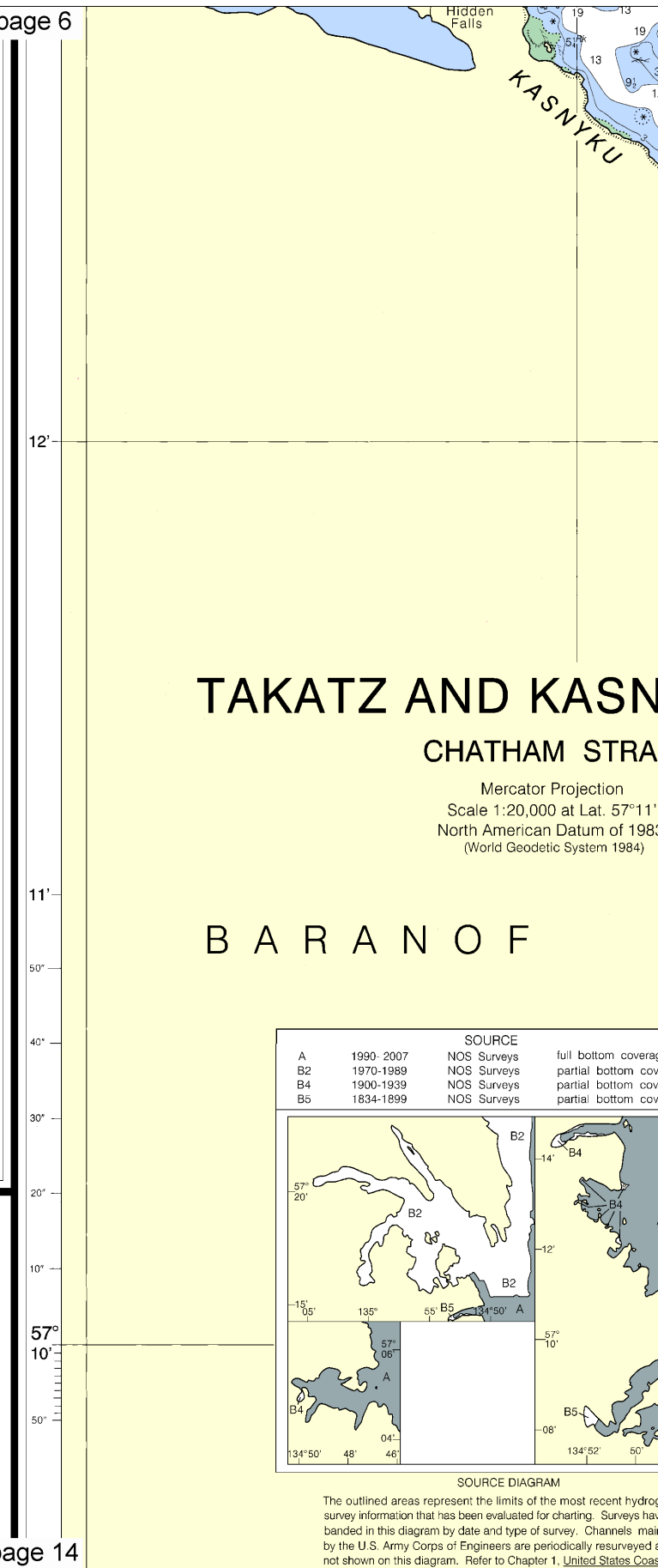
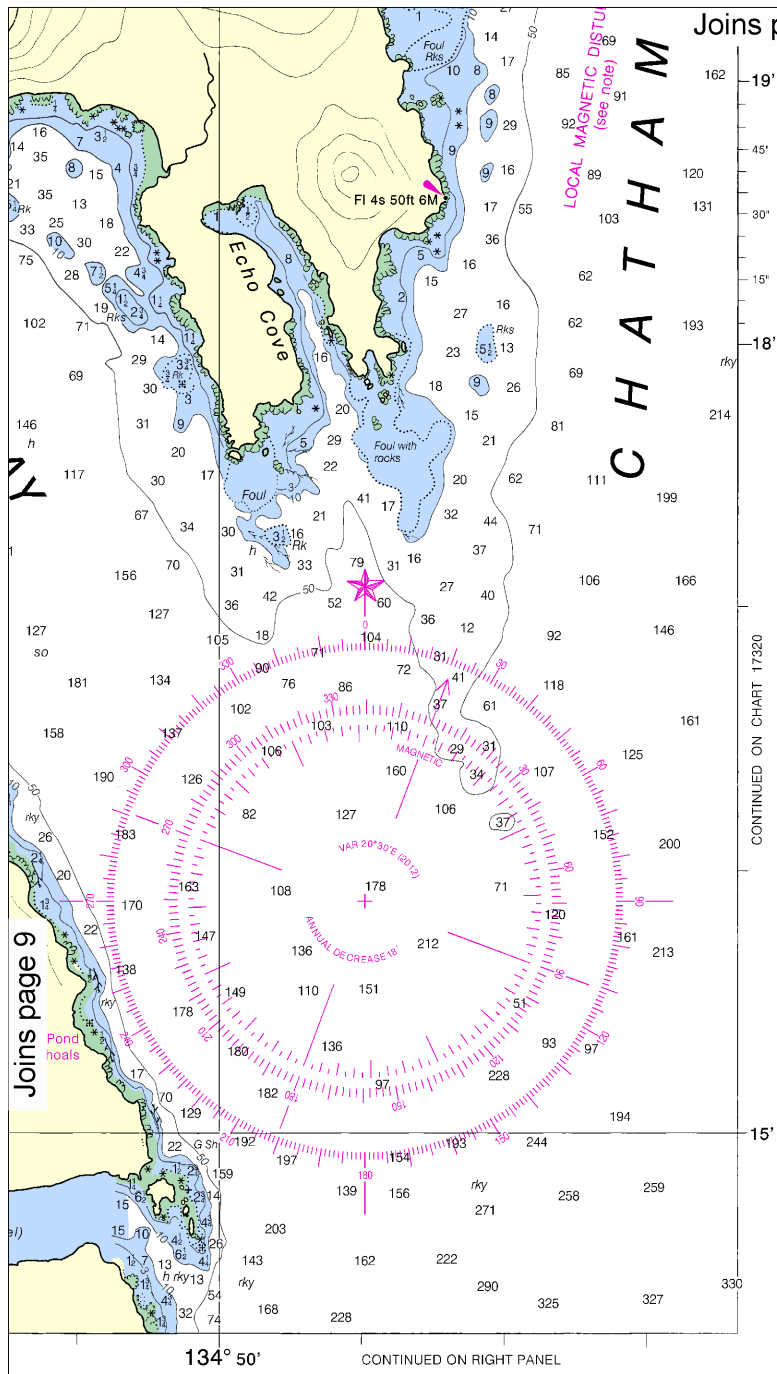


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST

# HARBORS IN CHATHAM STRAIT

Joins page 13



NOAA

CHARTMAKER SINCE 1807

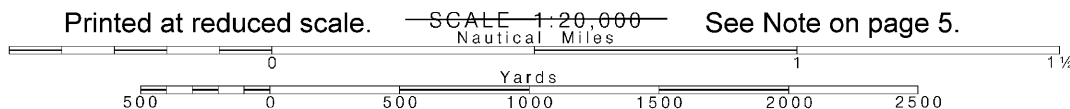
UNITED STATES

SOUTHEAST COAST

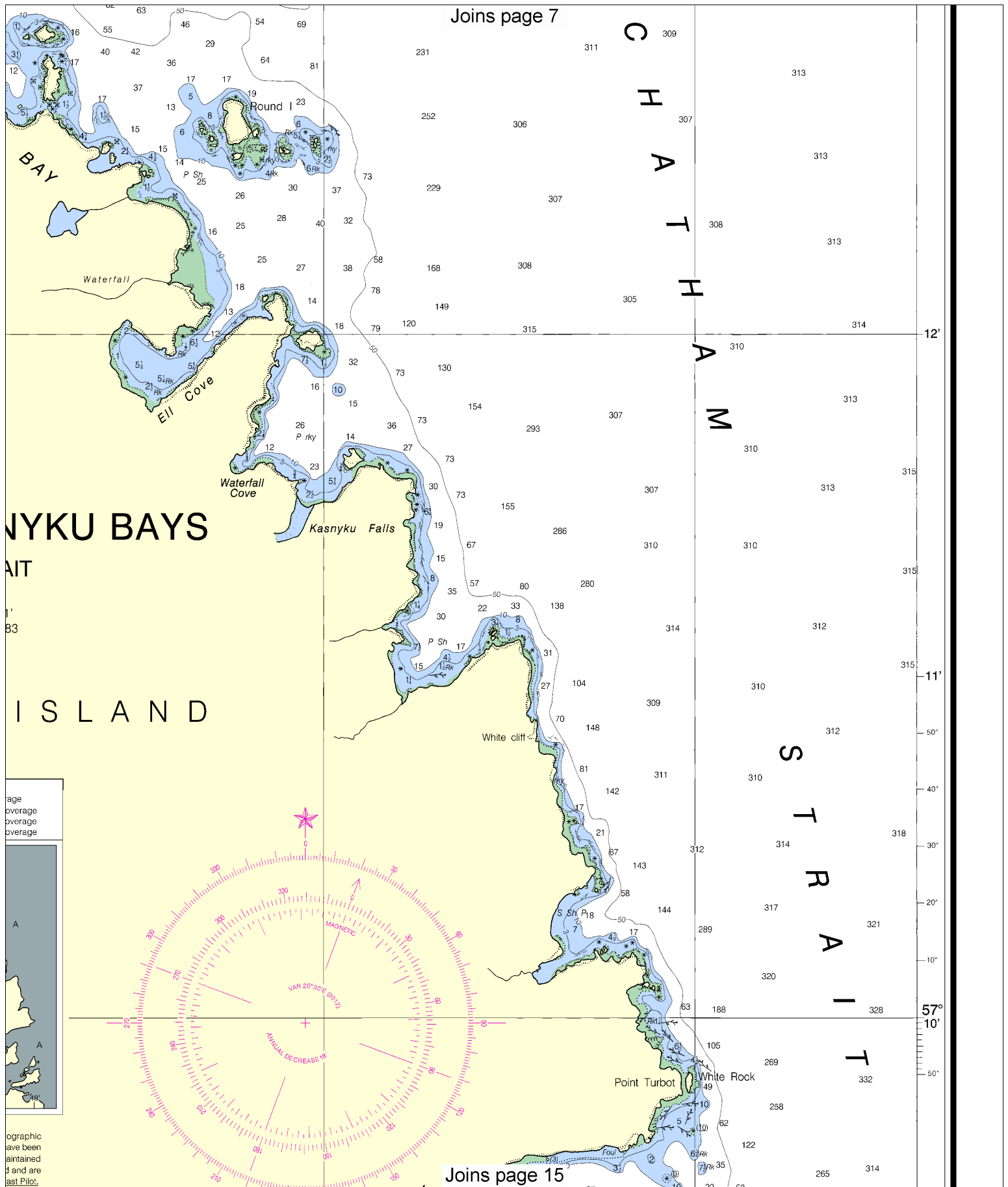
CHATHAM STRAIT

10

Note: Chart grid lines are aligned with true north.



Joins page 7



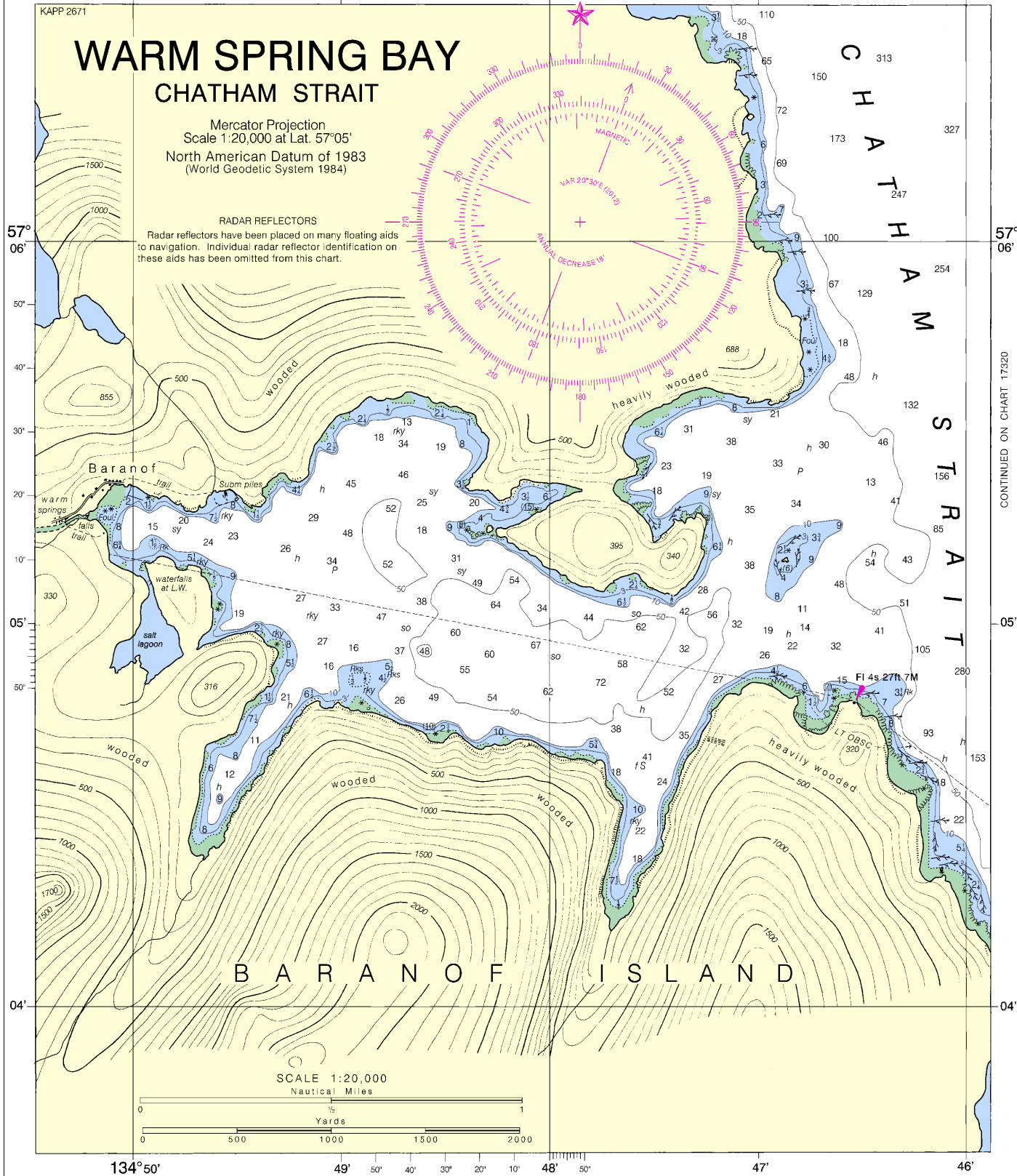
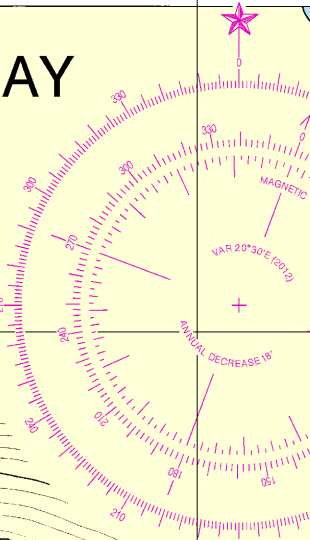
Joins page 15

# WARM SPRING BAY CHATHAM STRAIT

Mercator Projection  
Scale 1:20,000 at Lat. 57°05'  
North American Datum of 1983  
(World Geodetic System 1984)

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



CONTINUED ON CHART 17320

10th Ed., Mar. / 12 ■ Corrected through NM Mar. 03/12  
Corrected through LNM Feb. 21/12

17337

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Editions are available 2-8 weeks before their release as traditional about Print-on-Demand charts or contact NOAA at <http://ocsd.noaa.gov> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

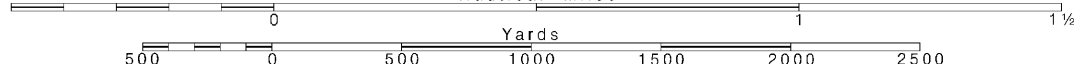
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST

# HARBORS IN CHATHAM STRAIT

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2012)

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## HORIZONTAL DATUM

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## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

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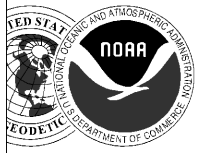
Refer to charted regulation section numbers.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY  
COAST SURVEY



UNITED STATES  
SOUTHEAST COAST

# HATHAM STRAIT

DEPT. OF COMMERCE  
SOUNDINGS IN FATHOMS  
MEAN LOW WATER  
obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Abbreviations, see Chart No. 1.)  
(Indicated):

Mo morse code R TR radio tower  
N nun Rot rotating  
OBSC obscured s seconds  
Oc occulting SEC sector  
Or orange St M statute miles  
Q quick VQ very quick  
R red W white  
Ra Ref radar reflector WHIS whistle  
R Bn radiobeacon Y yellow

gray Oys oysters so soft  
hard Rk rock Sh shells  
mud S sand sy sticky

PD position doubtful Subm submerged  
Rep reported  
clear to the depth indicated.  
hts in feet above datum of soundings.  
enting Collisions at Sea, 1972.

## INFORMATION

	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet	feet
Wj 10.6	9.7	---	---
Wj 13.4	12.5	1.5	---
Wj 13.8	12.9	1.5	---

datum values for a tide station. Real-time water levels,  
the Internet from <http://tidesandcurrents.noaa.gov>.

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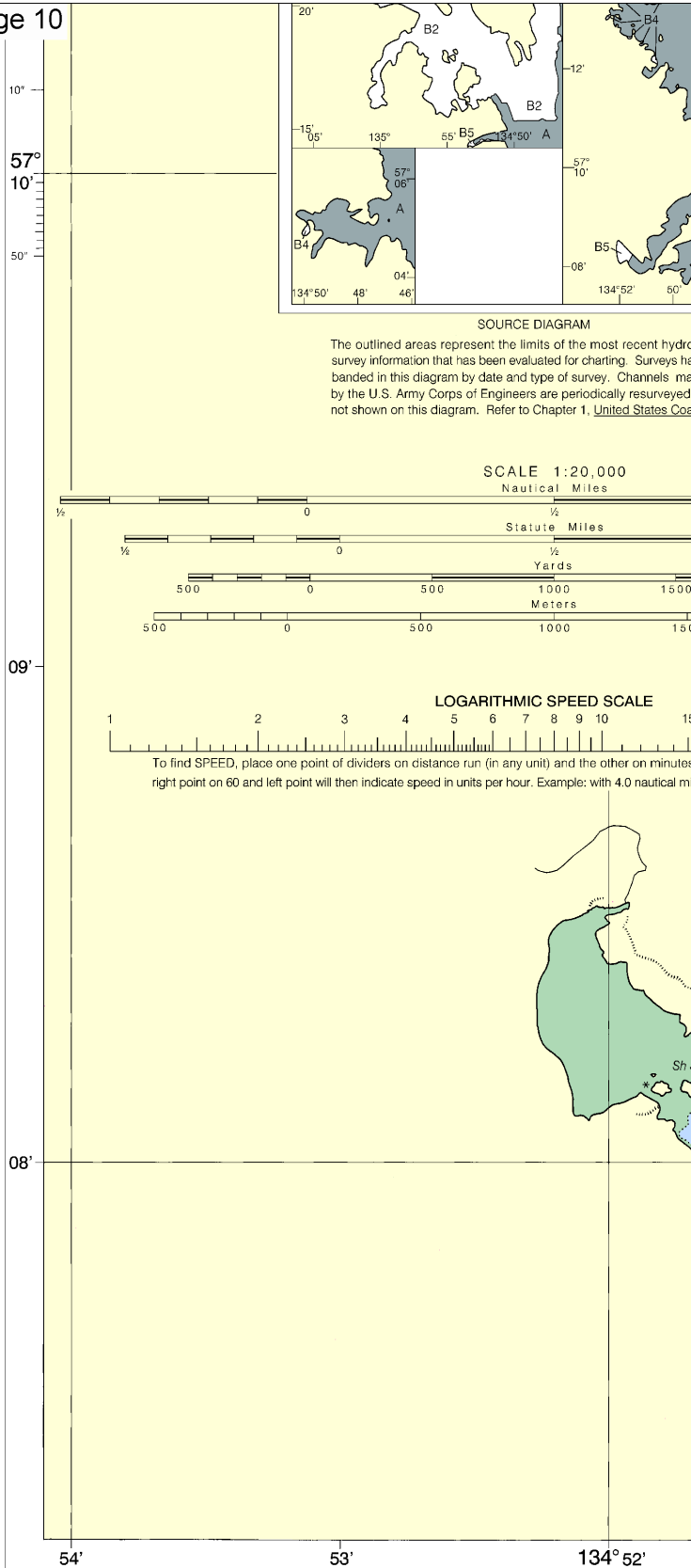
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Mt. Robert Barron, AK KZZ-87 162.450 MHz  
Cape Fanshaw, AK KZZ-88 162.425 MHz  
Athorp Peak, AK KZZ-86 162.425 MHz

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Joins page 13

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDING

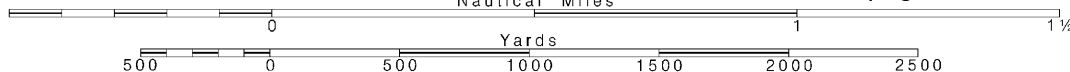
14

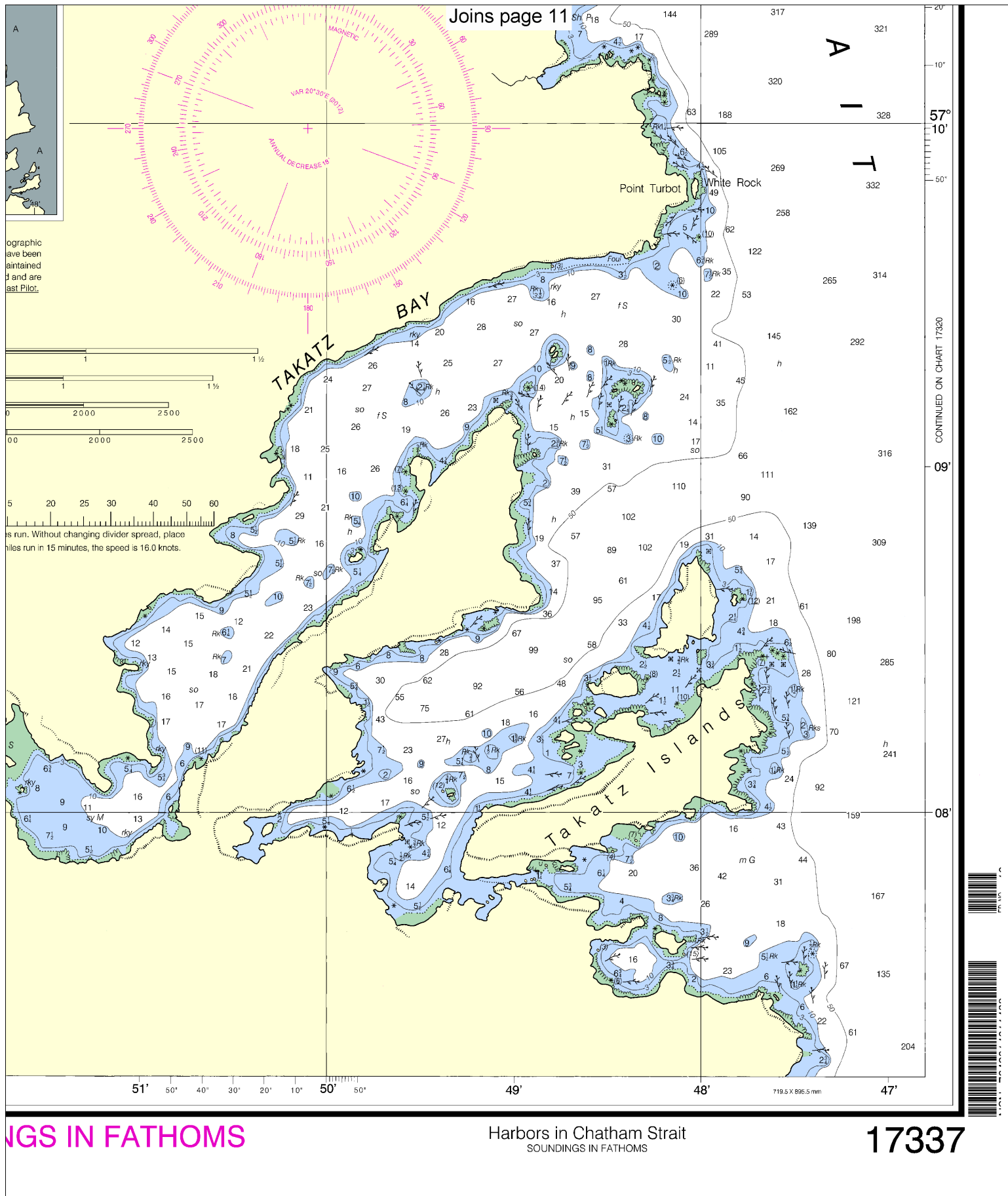
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
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Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



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